

TOP SECRET

Approved For Release 2000/05/31 : CIA-RDP89B00551R000200060017-5

(TOP SECRET WHEN FILLED IN)

25X1A
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AIRCRAFT NO 54-192	PILOT POWERS	MISSION NO 1351	DATE 20 JANUARY 1957
LAUNCH PT AND ATD 1057L	LANDING PT AND ATA 505L	EQUIP CONFIGURATION A2	ELECTRONIC EQUIP 1S

1. MASTER SWITCH: ON 1055 OFF 1505
2. LEVEL OFF: TIME — ALTITUDE —
- MAXIMUM ALTITUDE 69.3 MAXIMUM CABIN ALTITUDE 29M
3. MODE SELECTOR ON STANDBY (TIME) 1112 MODE 1 AT 1116

4. POINT OR TARGET ALT SELECTOR ON SW OFF WX REMARKS

11:16 A	55.	1116			O	
11:22 B	59.				O	RT OF COURSE N/A 130°
11:32 1/2 C	62.				O	
11:45 D	62.5				O	DID NOT SEE A/F
11:55 D'	62.5				Ø	
11:59 E	66				Ø	CLOUD OVER TGT
12:08 F	66.5				O	
12:13 G	67				O	SAW NOTHING
12:28 H	67.5				O	
12:34 I	67.5				O	
12:47 J	67.5				O	
1250 K	67.7				O	
1256 L	67.6				O	NO A/F
1309 M	68				O	NO A/F
1332 N	68.5				Ø	
1344 O	68.5				Ø	
1349 P	68.5				Ø	NO POSITIVE IDENTIFICATION
1416 Q	69.2				O	RT OF COURSE
1427 R	69.1				O	NOT POSITIVE
1431 S	69.3			1437	O	"

DOCUMENT NO.
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: 00 2012
NEXT REVIEW DATE:
AUTH: 12 1992
DATE: 12 1992 REVIEWER: —

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5. TURBULENCE CLIMBING THEN 37M (LIGHT)
6. CONTRAILS _____
7. HAND CONTROL OPERATION SEVERAL TIMES WHEN HAND CONTROL WAS OPERATED THE RETICAL WOULD NOT MOVE.
8. DRIFT SIGHT _____
9. COCKPIT FROSTING NONE
10. SPECIAL EQUIPMENT LIGHTS OPERATION OK.
11. RADIO NOISE NONE
12. HOT NEWS NONE
13. MAINTENANCE DISCREPANCIES ARE ENTERED ON 781-2.

NONE

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MR POWERS
PRE-FLIGHT CHECKLIST FOR PERSONAL EQUIPMENT SECTION

1. Pre-Breathing Room (T.O. Minus 2:20):

- ✓ a. Orderliness
- ✓ b. Security
- ✓ c. Utilities (Electricity - Air Conditioning)

2. Ground Vehicle Check (T.O. Minus 2:20):

- ✓ a. Walk Around check
- ✓ b. Starting
- ✓ c. On Board: Spare Pack (1) - Facepiece (1) - D-2, 425 psi (2) - Cushions (2) - Parachutes (2),

3. Aircraft Oxygen Check (T.O. Minus 2:20):

- ✓ a. Position Seat Pack in cockpit
- ✓ b. Oxygen pressure 1800 to 2000 psi
- ✓ c. Connect oxygen and check for flow
- ✓ d. Check radio through seat pack
- ✓ e. Check face piece heat on normal and by-pass
- ✓ f. Arrange placement of seat belt, harness, seat pack leads

4. Pre-Breathing (T.O. Minus 2:00):

- ✓ a. Oxygen manifold and reduction system "ON"
- ✓ b. 150 psi connected to console
- ✓ c. Console check - flow and pressure 2 to 3 mm Hg
- ✓ d. Fit underwear to pilot
- ✓ e. Check and fit helmet assembly to pilot
- ✓ f. Connect face piece to console - turn "ON"
- ✓ g. Pre-breath pilot and note time "ON"

5. Check Personal Equipment:

- ✓ a. Suit condition
- ✓ b. Helmet
- ✓ c. Gloves

- ✓ d. Boots
- ✓ e. Parachute
- ✓ f. Coveralls
- ✓ g. Face piece and carrier
- ✓ h. Store items in sequence of wear after check.
- ✓ i. Periodically insure pilot's oxygen supply adequacy and comfort

6. Clothing Pilot (T.O. Minus :30):

- ✓ a. Fit Pilot's suit assembly plus coveralls. Check all zippers, lacings and general appearance.
- ✓ b. Drinking water
- ✓ c. Remove pilot from console (Time noted); connect to D-2 charged 425 psi
- ✓ d. Escort pilot to vehicle and plane

7. At Aircraft (T.O. Minus :20):

- ✓ a. Fit parachute and back pack to pilot
- ✓ b. General evaluation of all garments
- ✓ c. Pilot hook-up in aircraft: Seat pack hook-up; engage capstan and breathing supply hoses; engage flight face piece to "T" block; connect amphenol; connect "U" plug; oxygen "ON"; check flow and change face piece; shoulder harness and seat belt; face piece heat check; press to test and check inflation.
- ✓ d. Recheck all items - get pilots approval
- ✓ e. Technician and vehicle remain "on line" until aircraft departure.

8. Post Flight:

- ✓ a. Report to aircraft at "Switch Off" time.
- ✓ b. Assist pilot out of aircraft and remove headgear.
- ✓ c. Remove personal equipment from cockpit.
- ✓ d. Return pilot to operations.
- ✓ e. Assist in removing clothing.
- ✓ f. Clean and perform minute inspection of all equipment.
- X g. Report to de-briefing for pilot report.

SPECIAL EQUIPMENT SECTION CHECK SHEET

COMMUNICATIONS SECTION

PRE-FLIGHT PROCEDURE:

1. Check the ARN-6 and ARC-34 radio equipment at least two and one half hours prior to take-off time. ✓

25X1A a. Through the use of [REDACTED] all the frequencies that will
normally be used during the flight are groundchecked between the hangar and Commo
25X1A equipment section were [REDACTED] is located. ✓

2. Load aircraft with S or X gear and check performance. ✓

a. The S or X equipment will have been bench checked before being installed in the plane. ✓

3. Have at least one man stand by at take off time to: ✓

a. Be ready for any radio or compass troubles that may occur. ✓

b. "Buzz" the aircraft systems equipment during the one minute period prior to roll-off. ✓

POST-FLIGHT PROCEDURE:

1. ✓ Remove the equipment from the aircraft as soon as permission is received from the crew chief. (Especially done in this manner if the aircraft is "hot" when permission is received from the crew chief the plane is safe to work on).

2. ✓ From this point on, the following steps are taken:

a. ✓ The debriefing is attended so that the points of flight will be known. A map or overlay is provided to be forwarded with tape.

b. ✓ The tape is then removed from the recorder, rewound onto another reel and put onto the ampex tape recorder for the dubbing procedure which follows.

c. ✓ After being re-wound, the tape is played through to the point where the "buzz", (that was put on just prior to roll-off) is located.

d. ✓ At this time, the dubbing or copy tape is put into position on the recorder; the 24 hour clock set for the same time as take-off and simultaneously, the clock starts running, both tapes start revolving and the "Flight is 'reflown' again in the lab."

e. ✓ The signals from the tape taken from the aircraft are being played back and are heard by the "Dubbing" operator and are also being recorded onto the "dubbing tape" which is used for local analysis then forwarded.

f. ✓ When a R-signal is heard on the tape, the operator merely has to note the time, look on the debriefing sheet to see where the plane was at such a time and note the locale, time and type of signal heard on the critique sheet.

Enclosure No. 5 to SOP-O-1, Page 1

Change No. 1 -- Destroy previous sheets.

*Mission satisfactory. Original
turned over to ADMIN 1/21/57 for
posting.*

25X1A

OPERATIONAL CHECKLIST FOR NOTIFICATION OF U-2 FLIGHTS

MISSION NO: 1351

ILLEGIB

DATE : 19 Jan

1. Notify following sections of ETD and record name of person notified in Column A. Not later than one (1) hour after verbal notification a flight schedule will be furnished each:

SECTION	25X1A	A	B	C
a. Command				
b. Maintenance				
c. Communications				
d. Special Equipment				
e. Personal Equipment				
f. Weather				
g. Flight Commanders				
h. Security				

2. Upon receipt of the [REDACTED] each section will again be contacted and name of person notified recorded in Column B above. Any changes in original planning will be given the applicable section. In addition the following Base Sections will be given the ETD and information necessary. 25X1A

- a. Mess Hall (Hours and number of people) _____
- b. Base Operations (Request Tower and Crash facilities be notified) _____
- c. Detachment Security (Notify desired wake-up times) _____

3. Aircraft arrival notice. Sections listed in paragraph 1 above will be notified when the estimated landing time has been received from the control tower and person notified will be recorded in Column C.

4. Upon completion of the mission this checklist will be filed in the permanent records pertaining to the flight.

Enclosure 1, SOP-0-1